BookletChart™

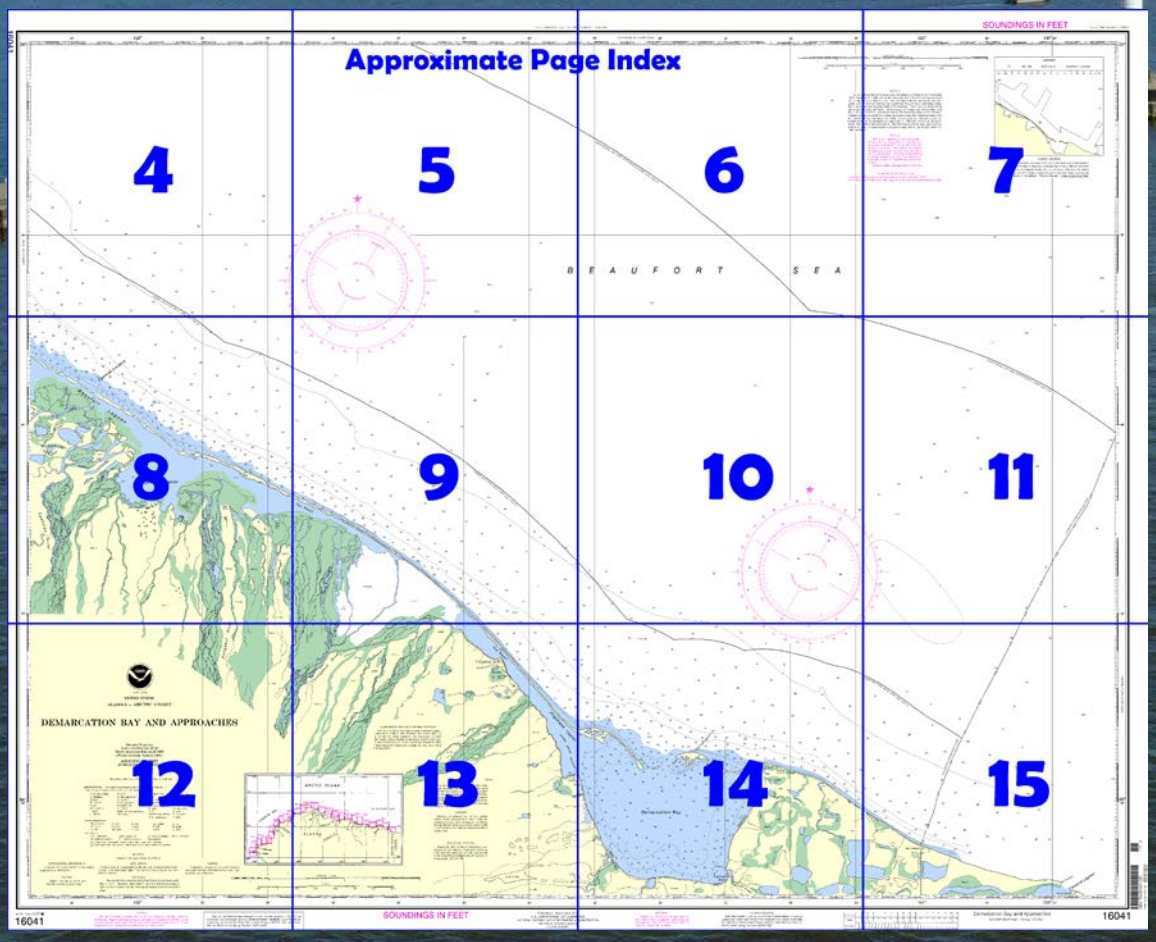
Demarcation Bay and Approaches

NOAA Chart 16041

A reduced-scale NOAA nautical chart for small boaters

When possible, use the full-size NOAA chart for navigation.

- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

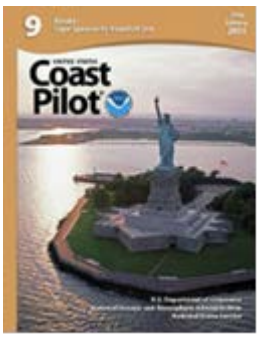
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at http://www.NauticalCharts.NOAA.gov.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=16041.

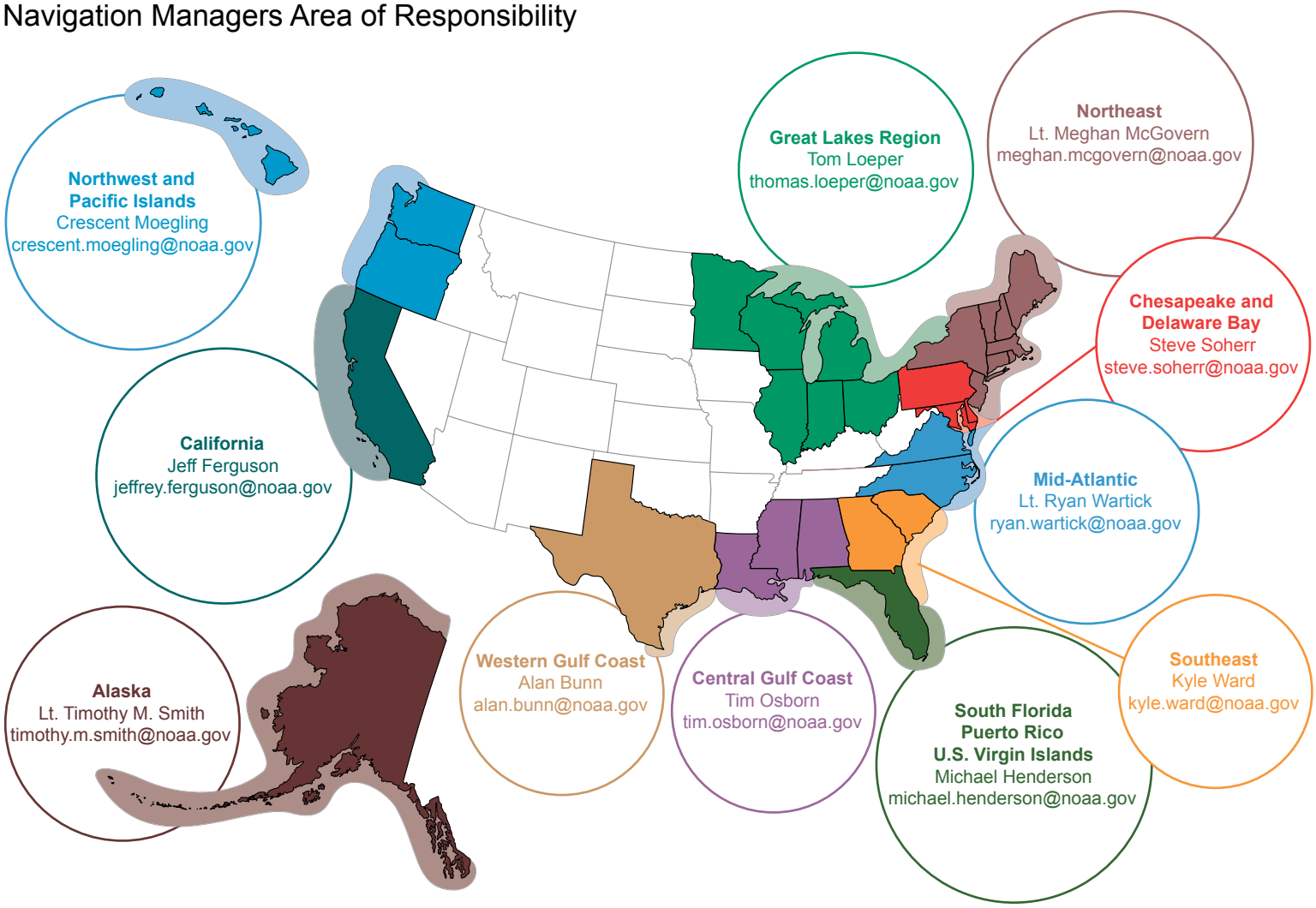


(Selected Excerpts from Coast Pilot)
Siku Point (69°49.0'N., 141°54.7'W.), 16 miles SE of Humphrey Point, is the NW end of **Icy Reef**, a barrier that extends 13 miles SE to Demarcation Bay without a break. Icy Reef has elevations of 1 to 10 feet and is more prominent than the barrier islands to the NW; the reef is a combination of several ridges built by wave action and has considerable driftwood along its entire length.
Broken ice can be expected along the seaward side of Icy Reef during most of the open season. Small boats usually can push through the ice by staying close to the beach or by taking advantage of the loosely packed ice farther offshore. There are depths of 15 feet within 100 yards of the beach and 30 feet within 0.3 mile.
The NW part of the mainland behind Icy Reef is low and relatively flat. Halfway along the mainland shore is a large ice field, about 3 miles long, which the Eskimos say never melts; observations from Icy Reef indicated that the ice field was fairly uniform and that it stood a few feet above the surface of the lagoon.
The SE half of the mainland shore behind Icy Reef has bluffs with elevations of as much as 25 feet. Four miles NW of Demarcation Bay is bluff **Pingokraluk Point** (69°43.7'N., 141°32.0'W.), about 0.3 mile SE of the point is a 49-foot-high tundra mound that is very prominent.
Demarcation Bay, 30 miles SE of Humphrey Point, is about 5 miles in width by 3 miles in inland extent. **Demarcation Point** (69°41.2'N., 141°17.5'W.), on the E side of the entrance, is low tundra that rises gradually to a 30-foot bluff.
A depth of about 13 feet can be carried into Demarcation Bay 0.5 mile W of Demarcation Point; the bay has depths of 13 to 16 feet, sticky bottom, and good protection from all weather. Along the shores of the bay are bluffs with elevations up to 25 feet.
From Demarcation Point, Alaska, to **Clarence Lagoon**, 10 miles to the ESE in Canada, the narrow, steep sand beach is backed by irregular bluffs. Small boats can navigate within a few yards of the beach, and there are depths of 30 feet 0.3 mile off.
Alaska-Canada Boundary Monument No. 1 (69°38.8'N., 140°59.8'W.) is 6.5 miles ESE of Demarcation Point; the 4-foot obelisk is 100 feet inland from the top of the bluff and is fairly conspicuous.
There is an aero radiobeacon (69°35'N., 140°11'W.) about 17 miles E by S of the boundary monument.
Herschel Island, Canada, about 40 miles E of the boundary, rises to an elevation of 550 feet. The island has an extent of about 10 miles from E to W and 7 miles from N to S. Thetis Bay, on the SE side of the island, affords fairly good anchorage, sheltered from N and W winds, for vessels drawing up to 18 feet.

U.S. Coast Guard Rescue Coordination Center
24 hour Regional Contact for Emergencies

RCC Juneau	Commander 17th CG District Juneau, Alaska	(907) 463-2000

Navigation Managers Area of Responsibility

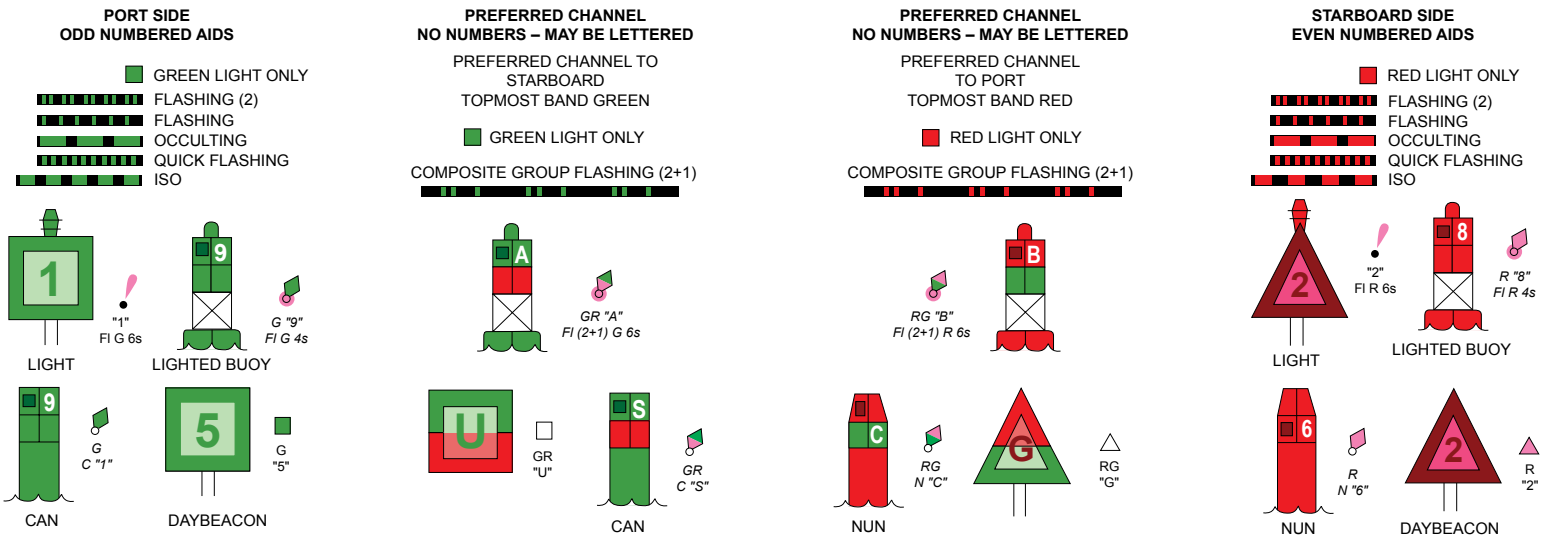


NOAA's navigation managers serve as ambassadors to the maritime community. They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit *nauticalcharts.noaa.gov/service/navmanagers*

To make suggestions or ask questions online, go to *nauticalcharts.noaa.gov/inquiry*.
To report a chart discrepancy, please use *ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx*.

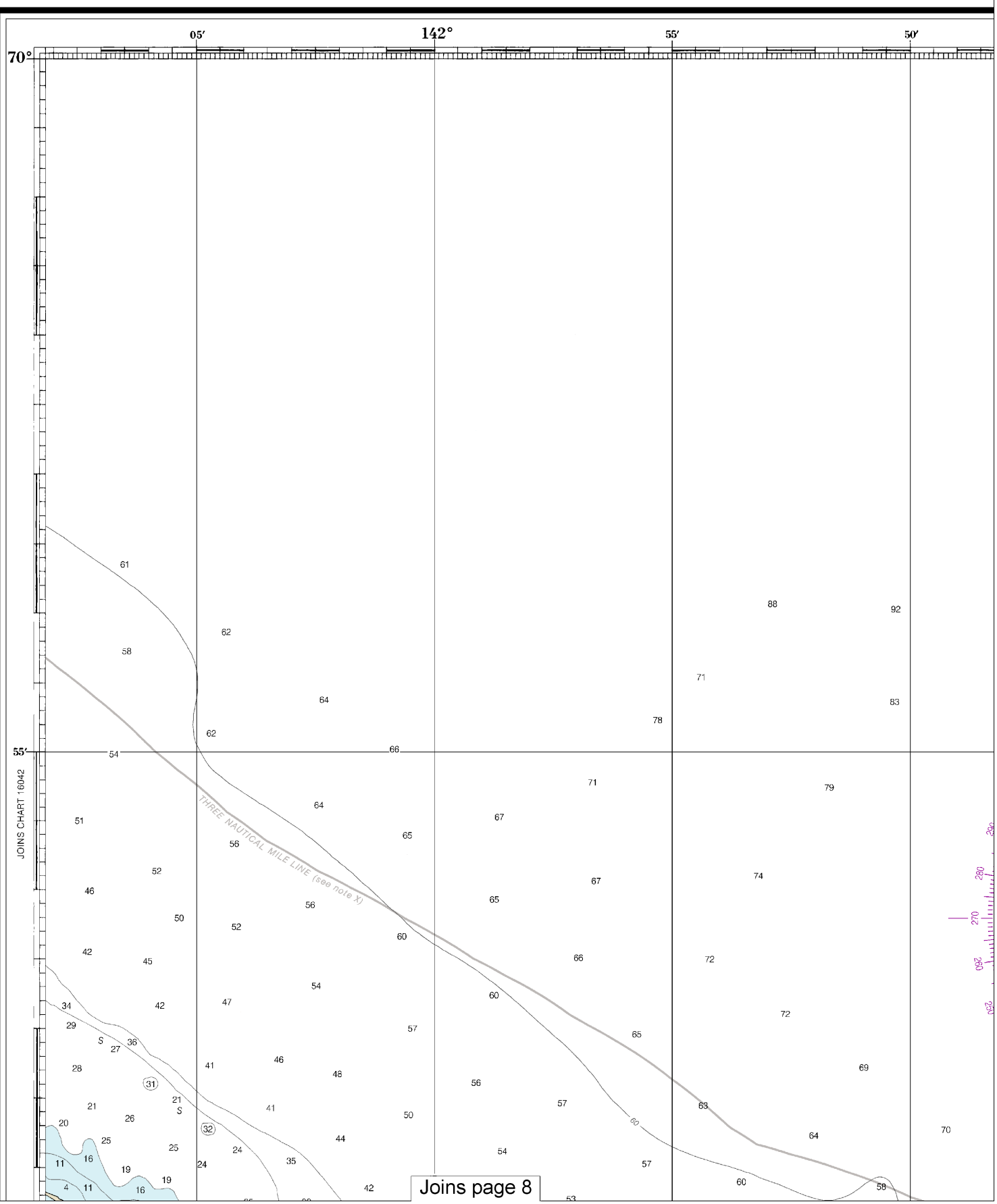
Lateral System As Seen Entering From Seaward

on navigable waters except Western Rivers



For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area. These volumes are available online at *http://www.navcen.uscg.gov*

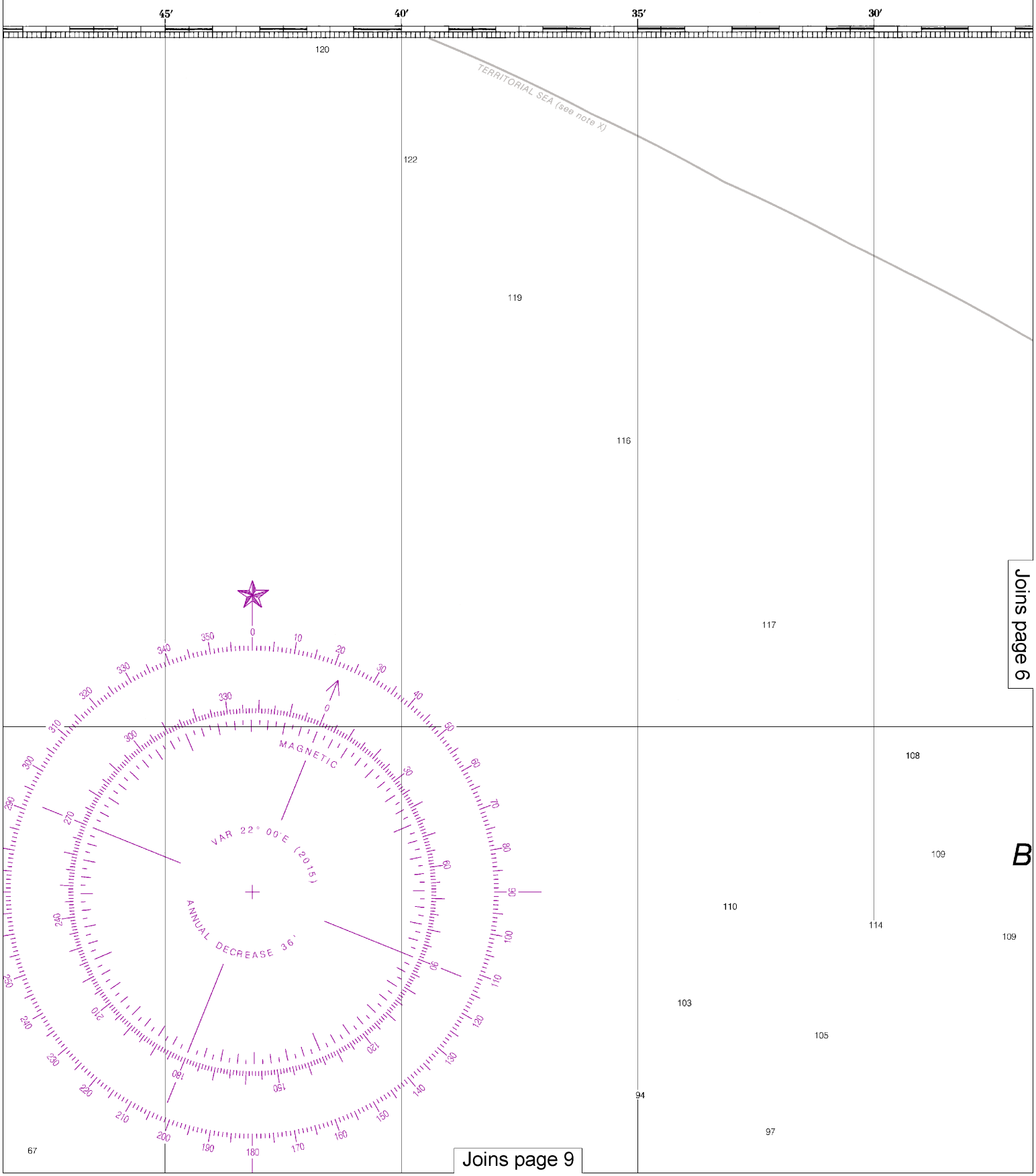
16041



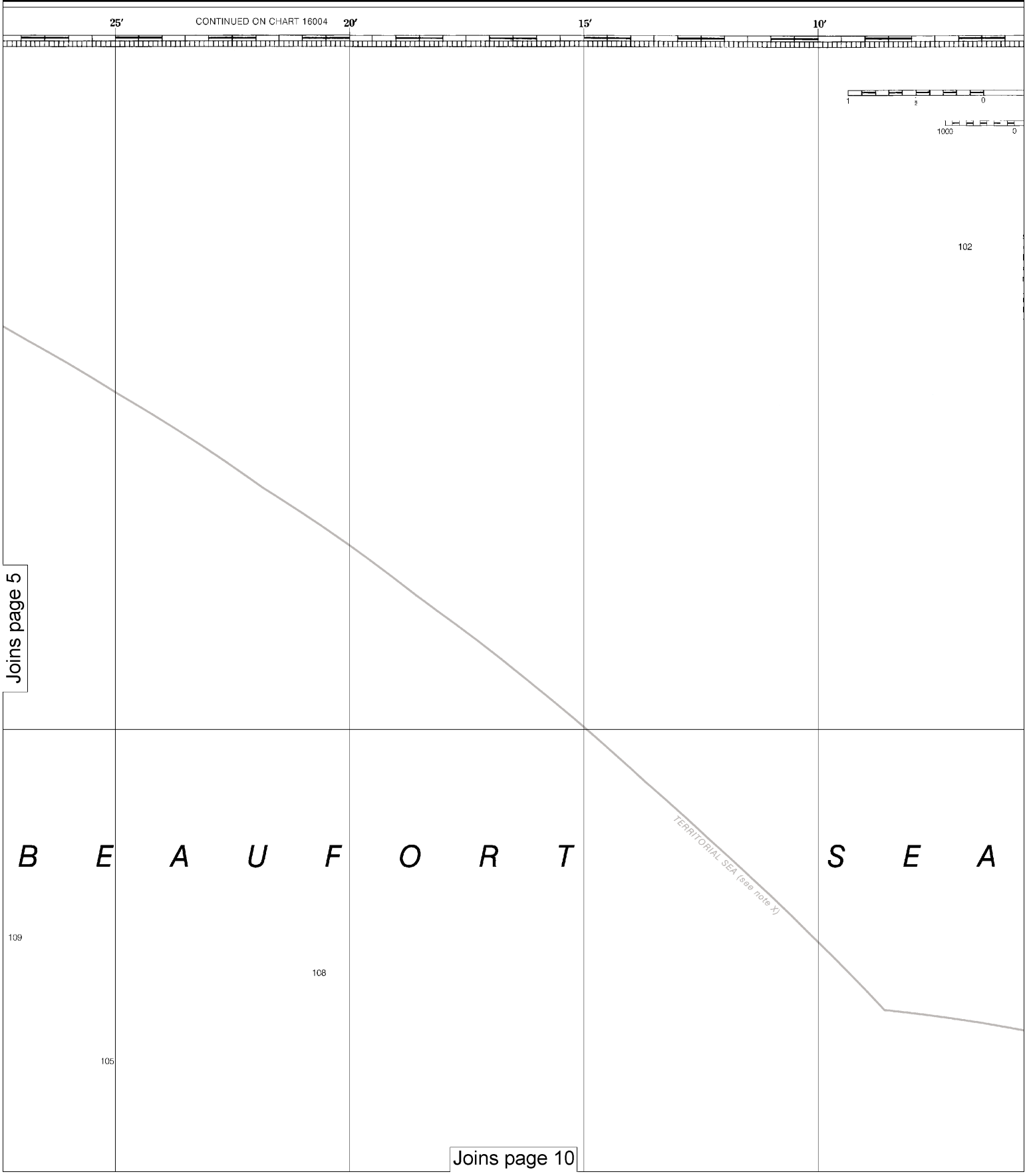
Joins page 8

4

Note: Chart grid lines are aligned with true north.



This BookletChart was reduced to 75% of the original chart scale.
The new scale is 1:68852. Barscales have also been reduced and
are accurate when used to measure distances in this BookletChart.



6

Note: Chart grid lines are aligned with true north.

05′ 141° 55′ 140°50′ 70°

SCALE 1:51,639

Nautical Miles

1 2 3 4

Yards

1000 2000 3000 4000 5000 6000

NOTE X

Within the 12-nautical mile Territorial Sea, established by Presidential Proclamation, some Federal laws apply. The Three Nautical Mile Line, previously identified as the outer limit of the territorial sea, is retained as it continues to depict the jurisdictional limit of the other laws. The 9-nautical mile Natural Resource Boundary off the Gulf coast of Florida, Texas, and Puerto Rico, and the Three Nautical Mile Line elsewhere remain in most cases the inner limit of Federal fisheries jurisdiction and the outer limit of the jurisdiction of the states. The 24-nautical mile Contiguous Zone and the 200-nautical mile Exclusive Economic Zone were established by Presidential Proclamation. Unless fixed by treaty or the U.S. Supreme Court, these maritime limits are subject to modification.

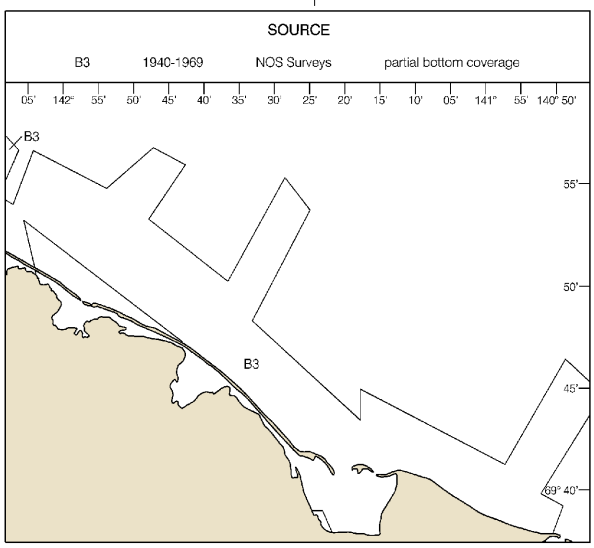
NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 9. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 17th Coast Guard District in Juneau, Alaska, or at the Office of the District Engineer, Corps of Engineers in Anchorage, Alaska.

Refer to charted regulation section numbers.

COLREGS, 80.1705 (see note A)

International Regulations for Preventing Collisions at Sea, 1972.
The entire area of this chart falls seaward of the COLREGS Demarcation Line.



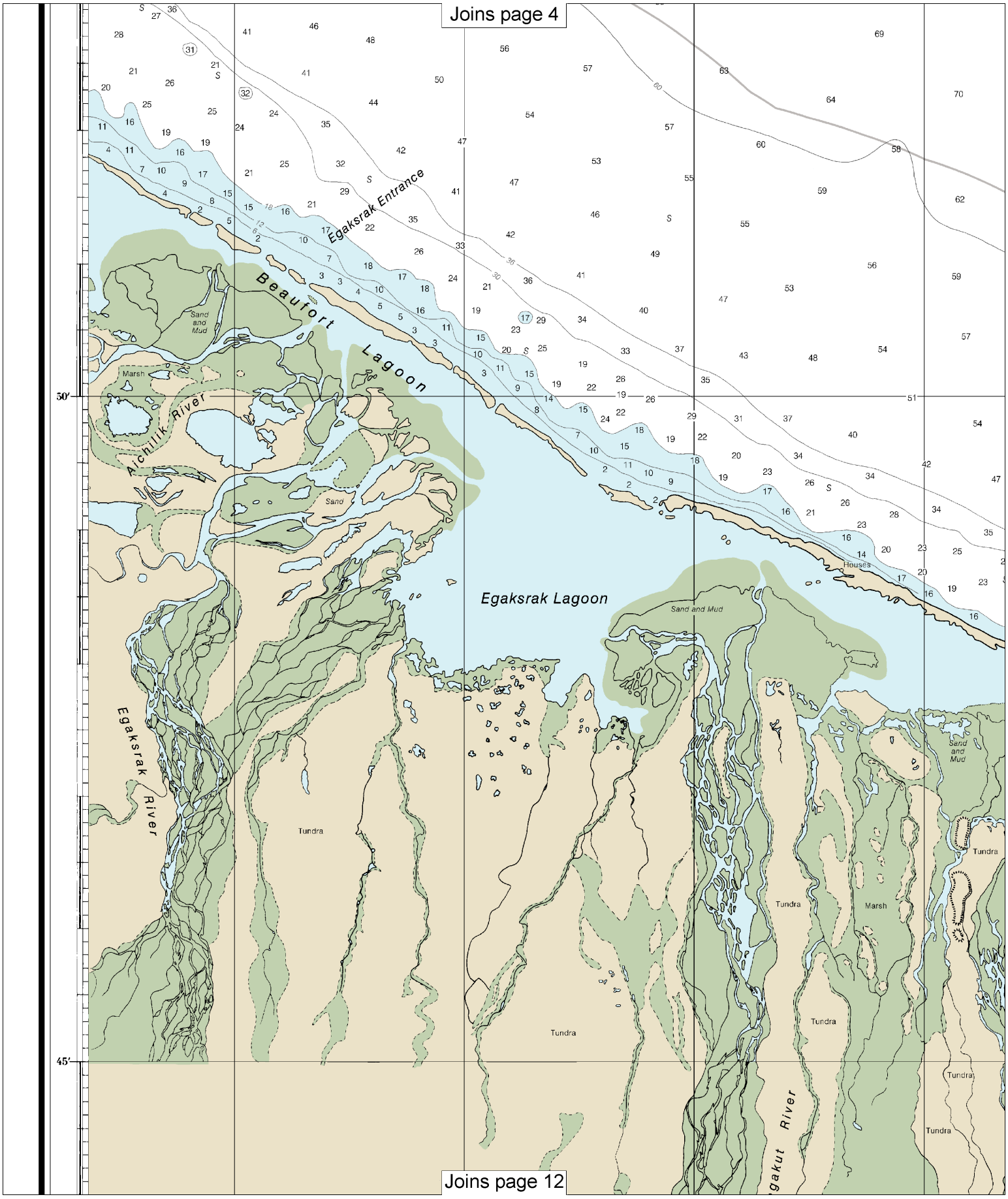
SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

156
102
132
150
138
55′
132
132
126
119
118
120
122
112

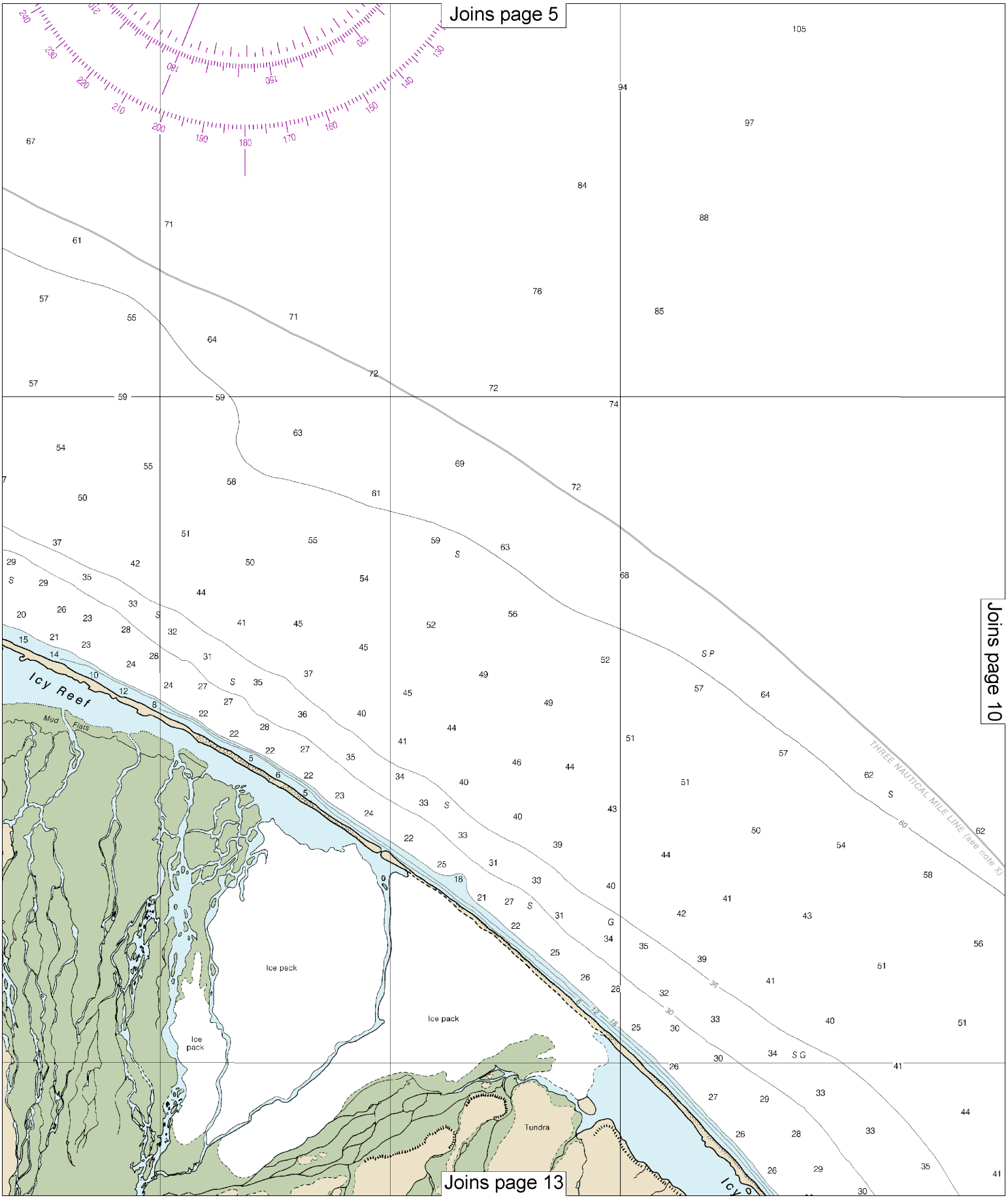
Joins page 11

9th Ed., Jan. 2015. Last Correction: 1/7/2015. Cleared through:
LNM: 4916 (12/6/2016), NM: 5116 (12/17/2016), CHS: 1116 (11/25/2016)

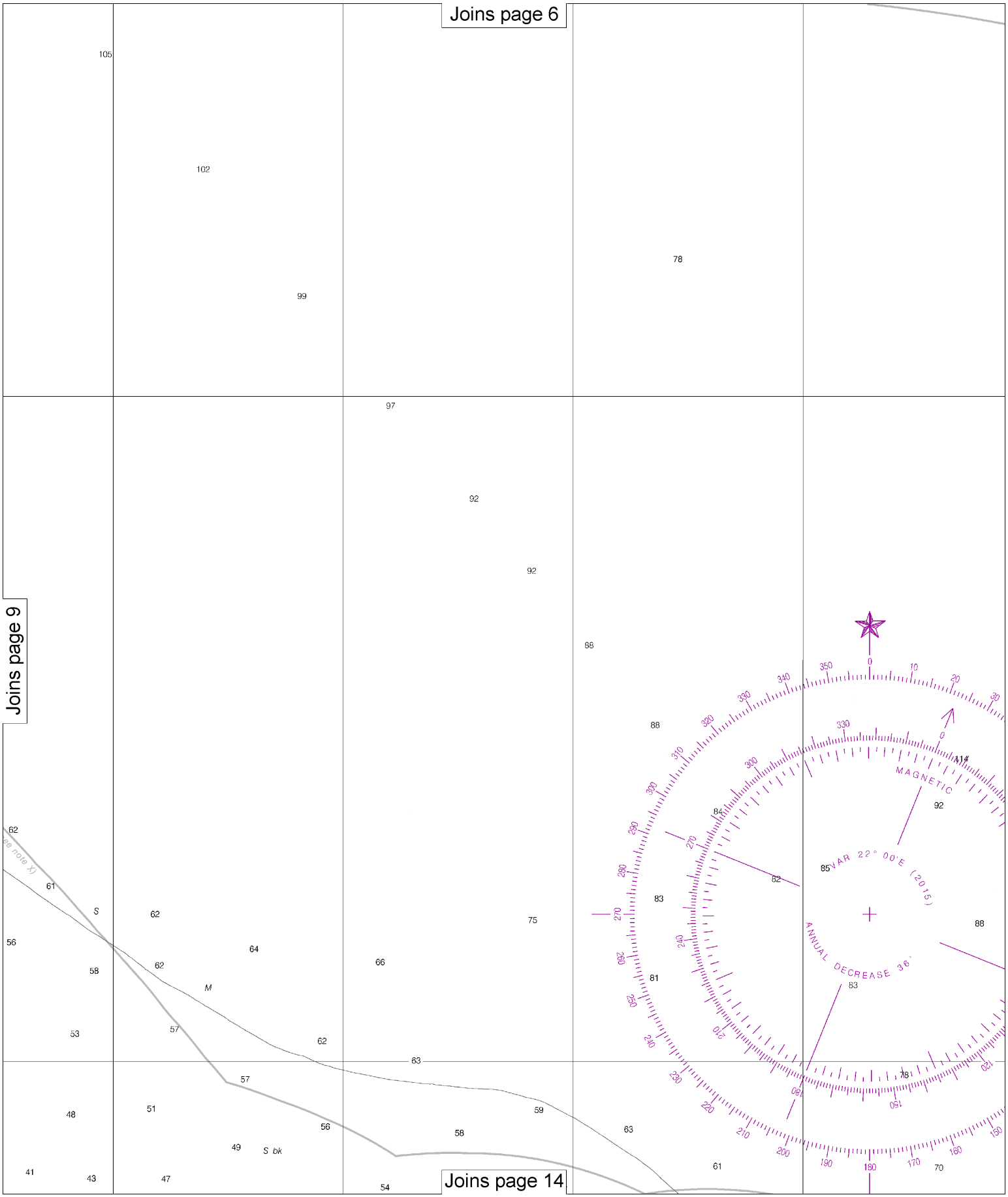


8

Note: Chart grid lines are aligned with true north.


Joins page 5
Joins page 10
Joins page 13
Icy Reef
Mud Flats
Ice pack
Ice pack
Ice pack
Tundra
THREE NAUTICAL MILE LINE (see note X)

Joins page 6

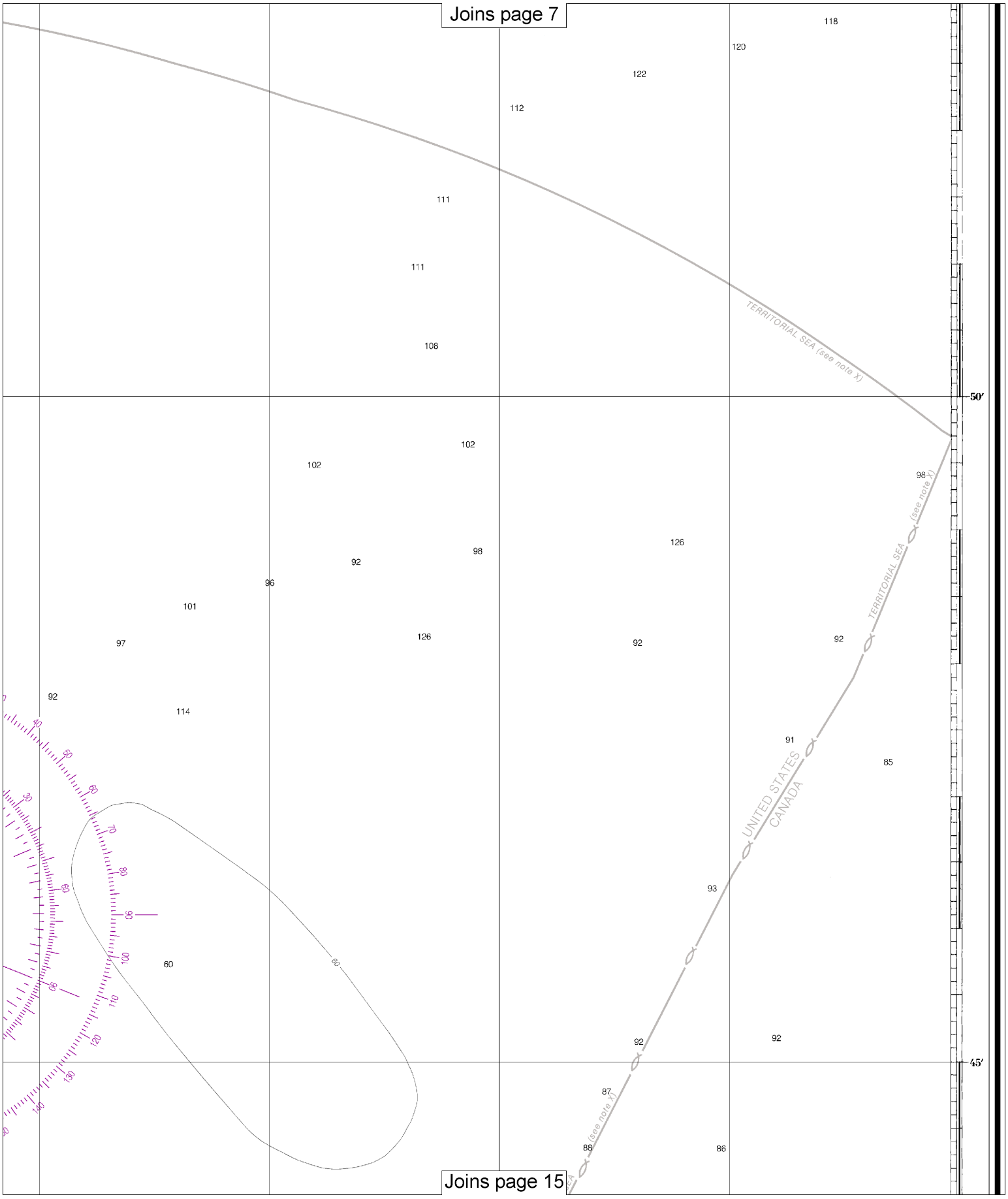


Joins page 9

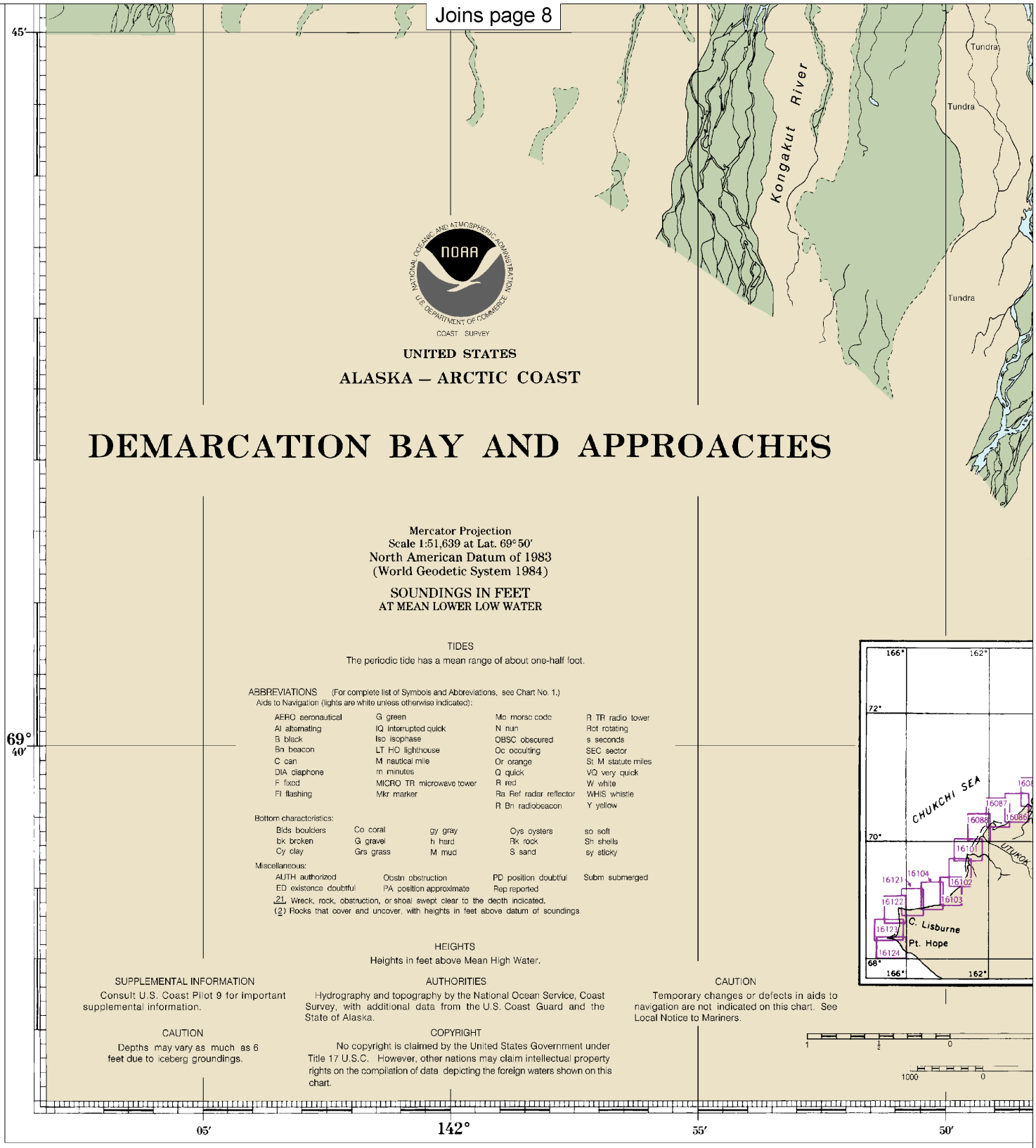
Joins page 14

10

Note: Chart grid lines are aligned with true north.


Joins page 7
118
120
122
112
111
111
108
TERRITORIAL SEA (see note X)
50'
102
102
98
126
92
96
101
97
126
92
92
92
114
91
85
UNITED STATES
CANADA
93
60
60
92
92
45'
87
88
86
Joins page 15

Joins page 8



NOAA
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
U.S. DEPARTMENT OF COMMERCE
COAST SURVEY

UNITED STATES

ALASKA — ARCTIC COAST

DEMARCATION BAY AND APPROACHES

Mercator Projection
Scale 1:51,639 at Lat. 69°50′
North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

TIDES
The periodic tide has a mean range of about one-half foot.

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)
Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical	G green	Mo morse code	R TR radio tower
Al alternating	IQ interrupted quick	N nun	Rot rotating
B black	Iso isophase	OBSC obscured	s seconds
Bn beacon	LT HO lighthouse	Oc occulting	SEC sector
C can	M nautical mile	Or orange	St M statute miles
DIA diaphone	m minutes	Q quick	VQ very quick
F fixed	MICRO TR microwave tower	R red	W white
Fl flashing	Mkr marker	Ra Ref radar reflector	WHIS whistle
		R Bn radiobeacon	Y yellow

Bottom characteristics:

Blds boulders	Co coral	gy gray	Oys oysters	so soft
bk broken	G gravel	h hard	Rk rock	Sh shells
Cy clay	Grs grass	M mud	S sand	sy sticky

Miscellaneous:

AUTH authorized	Obstn obstruction	PD position doubtful	Subm submerged
ED existence doubtful	PA position approximate	Rep reported	

21 Wreck, rock, obstruction, or shoal swept clear to the depth indicated.
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.

HEIGHTS
Heights in feet above Mean High Water.

SUPPLEMENTAL INFORMATION
Consult U.S. Coast Pilot 9 for important supplemental information.

CAUTION
Depths may vary as much as 6 feet due to iceberg groundings.

AUTHORITIES
Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the U.S. Coast Guard and the State of Alaska.

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CAUTION
Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

1 ½ 0
1000 0

16041

CAUTION
This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

NOAA encourages users to submit inquiries, discrepancies or comme about this chart at http://www.nauticalcharts.noaa.gov/staff/contact.htm.

9th Ed., Jan. 2015. Last Correction: 1/7/2015. Cleared through:
LNM: 4916 (12/6/2016), NM: 5116 (12/17/2016), CHS: 1116 (11/25/2016)

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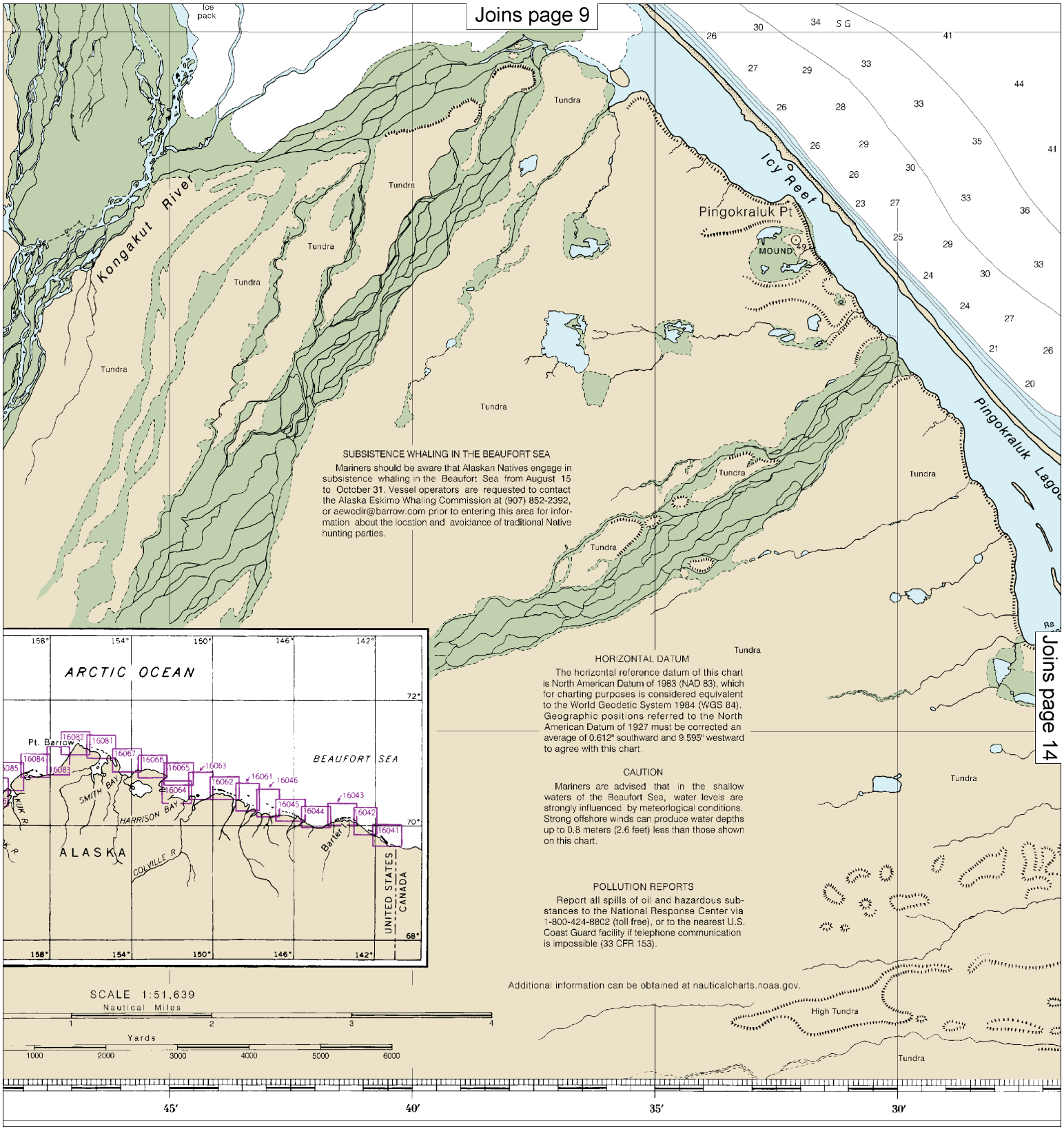
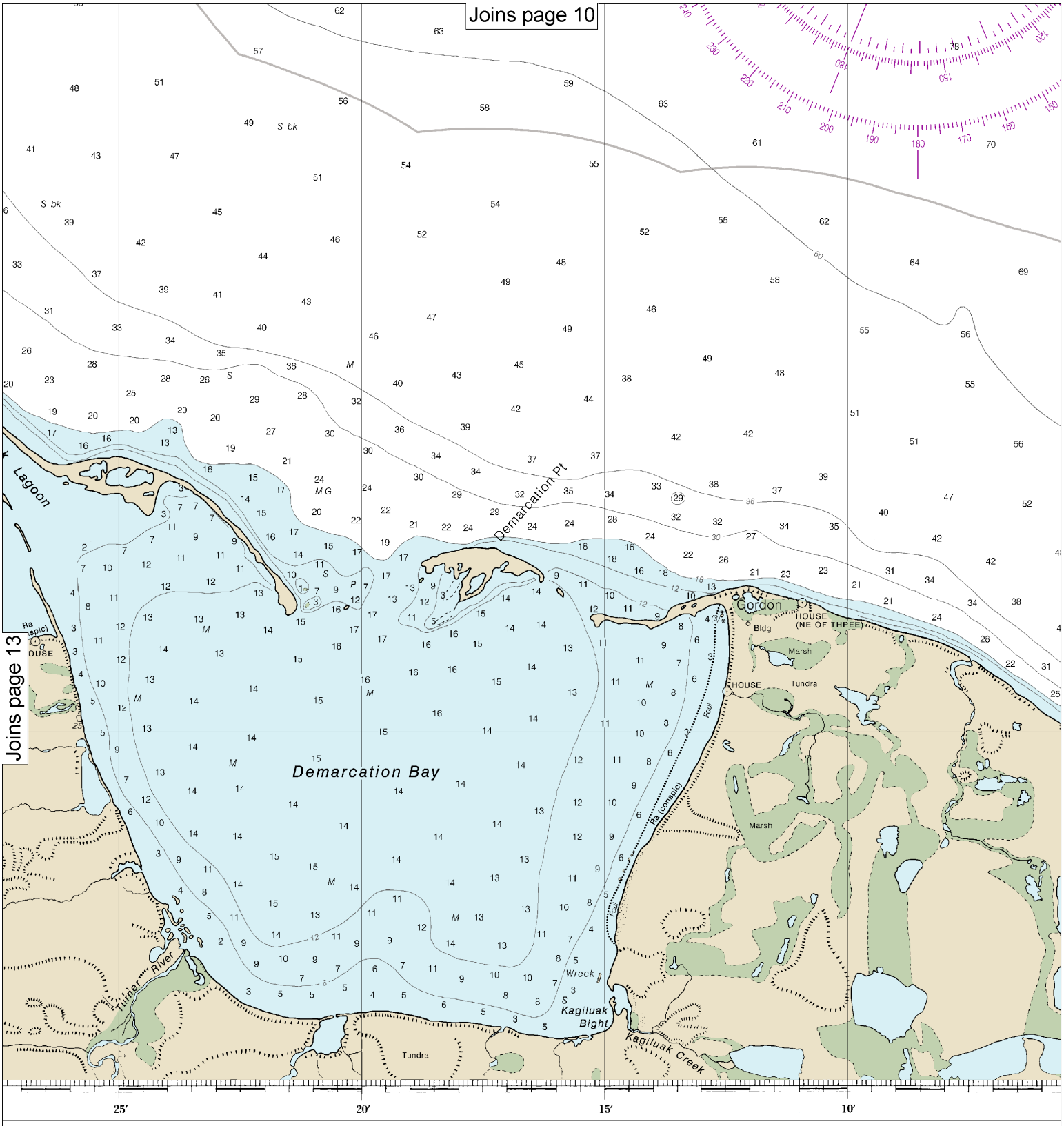
Joins page 9



Joins page 14

SOUNDINGS IN FEET

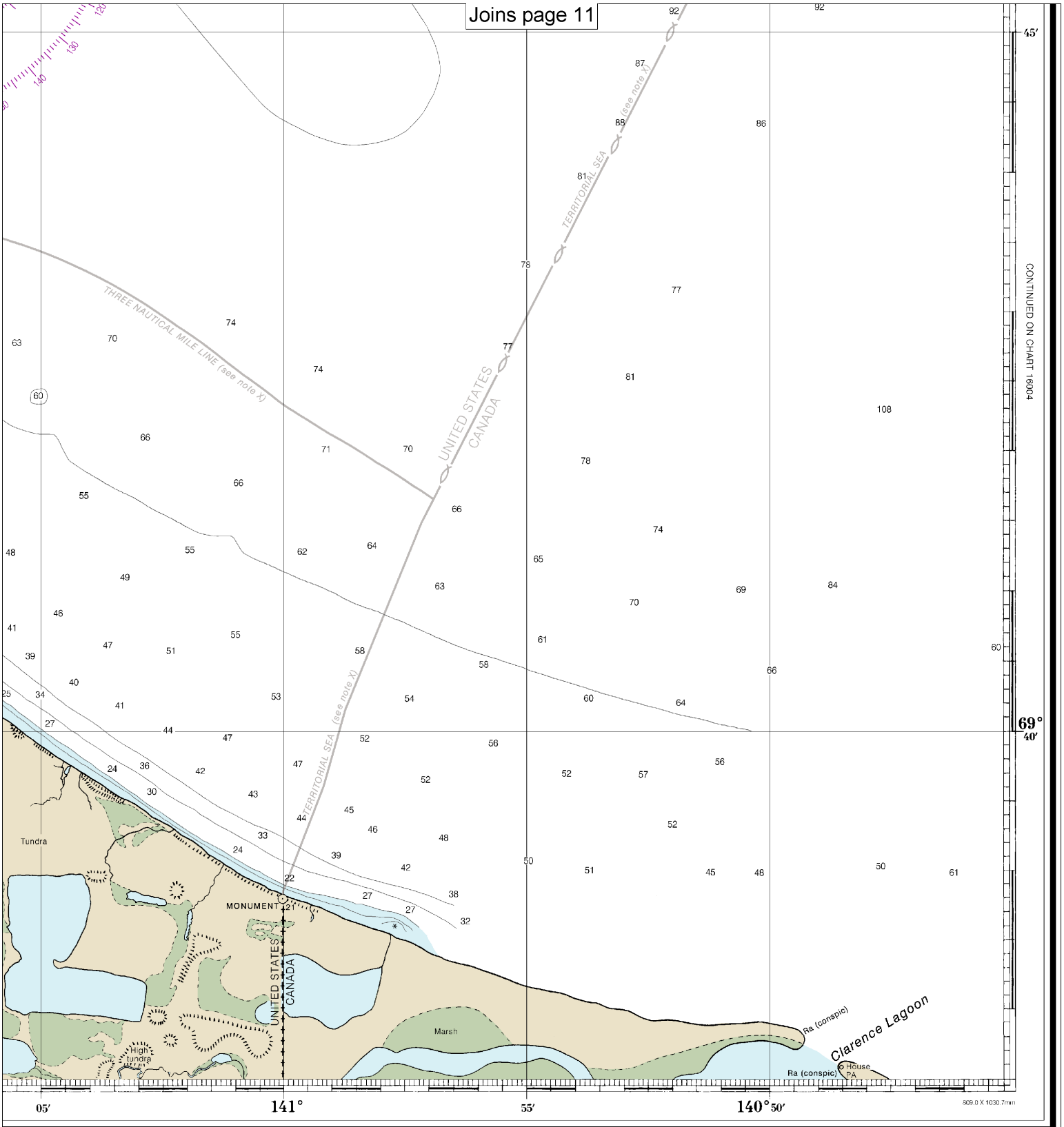
Published at Washington, D
U.S. DEPARTMENT OF COM
NATIONAL OCEANIC AND ATMOSPHERIC
NATIONAL OCEAN SERVI
COAST SURVEY



ngton, D.C.
F COMMERCE
PHERIC ADMINISTRATION
SERVICE
VEY

WARNING
The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

Note: Chart grid lines are aligned with true north.



ATHOMS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
FEET	6	12	18	24	30	36	42	48	54	60	66	72	78	84	90	96	102
METERS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31

Demarcation Bay and Approaches

SOUNDINGS IN FEET - SCALE 1:51,639

16041

EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.
Channel 9 – Communications between boats and ship-to-coast.
Channel 13 – Navigation purposes at bridges, locks, and harbors.
Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.
Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.
Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!

All Hazards NOAA Weather Radio NOAA's National Weather Service

NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.
http://www.nws.noaa.gov/nwr/

Quick References

Nautical chart related products and information	—	**http://www.nauticalcharts.noaa.gov**
Interactive chart catalog	—	**http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml**
Report a chart discrepancy	—	**http://ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx**
Chart and chart related inquiries and comments	—	**http://ocsdata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs**
Chart updates (LNM and NM corrections)	—	**http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html**
Coast Pilot online	—	**http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm**
Tides and Currents	—	**http://tidesandcurrents.noaa.gov**
Marine Forecasts	—	**http://www.nws.noaa.gov/om/marine/home.htm**
National Data Buoy Center	—	**http://www.ndbc.noaa.gov/**
NowCoast web portal for coastal conditions	—	**http://www.nowcoast.noaa.gov/**
National Weather Service	—	**http://www.weather.gov/**
National Hurrican Center	—	**http://www.nhc.noaa.gov/**
Pacific Tsunami Warning Center	—	**http://ptwc.weather.gov/**
Contact Us	—	**http://www.nauticalcharts.noaa.gov/staff/contact.htm**

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This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.

NOAA's Office of Coast Survey The Nation's Chartmaker